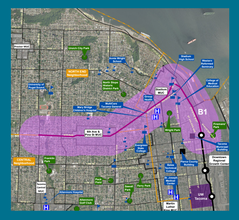
# PUBLIC COMMENTS JANUARY-FEBRUARY 2013

## TACOMA LINK EXPANSION

The public comments highlighted below were submitted at community meetings and briefings for the Tacoma Link Expansion project, and from emails, surveys and/or letters submitted to Sound Transit in January and February. The list captures the primary themes of public comments on each corridor alternative.

## Key themes we heard: public comment on Corridor Alternatives B1, C1, and D4

| | B1-North End Central  | C1-Eastside | D4-South End via Portland 48th |
|---|---|---|---|
| **Overall tone** | • Significantly more positive than negative comments. | • Mixed views. More negative than positive comments. | • Mixed views. More negative than positive comments. |
| **Perceived benefits** | • Potential for high ridership<br>• Serves student populations<br>• Connects key destinations such as 6th Ave business district and hospitals<br>• Potential for transit-oriented development and continued growth of business district<br>• Opportunity for future expansion<br>• Benefits to commuters and underserved populations | • Benefits underserved populations<br>• Potential for partnership with Puyallup Tribe<br>• Opportunity for economic development and neighborhood revitalization<br>• Cost-effective | • Connection to Tacoma Mall<br>• Economic development potential<br>• Benefits underserved populations |
| **Perceived disadvantages** | • Construction impacts to Stadium Way<br>• Prosperous area already well-served by transit<br>• View and noise impacts<br>• Potential effects to historic and park resources | • Low number of bicycle and pedestrian connections<br>• Not enough population density to support ridership<br>• Limited destinations of interest<br>• Not enough economic development potential<br>• Serves only a specific neighborhood<br>• Securing funding could be a challenge | • High cost<br>• Lack of regional connections<br>• Could drive business and investment away from downtown Tacoma<br>• Poor travel time<br>• Would not help to reduce traffic |



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# PUBLIC COMMENTS JANUARY-FEBRUARY 2013

## TACOMA LINK EXPANSION

### Key themes we heard: public comment on Corridor Alternatives E1, E2, and G1

| | E1-North Downtown Central | E2-North Downtown Central Loop | G1-Pacific Highway |
|---|---|---|---|
| **Overall tone** | • Significantly more positive than negative comments. | • Mixed views. More positive than negative comments. | • Fewest positive comments of all options. |
| **Perceived benefits** | • Connects key destinations, including hospitals<br>• Benefits underserved populations<br>• Less expensive than E2<br>• Consistent with comprehensive plan<br>• Opportunity to attract investment and revitalize corridor<br>• Supported by several businesses in Stadium District and MultiCare<br>• Potential for high ridership | • Opportunity to spur economic development<br>• Connects key destinations and medical centers<br>• Benefits underserved populations<br>• "Loop" design | • Potential for regional connectivity and future connection to Sea-Tac Airport<br>• Opportunity for economic development |
| **Perceived disadvantages** | • Constructing "half loop" design<br>• Existing Tacoma Link is within walking distance<br>• Concern about construction along Stadium Way<br>• Route is not direct enough from Hilltop to downtown | • High cost<br>• Potential traffic impacts<br>• Not as many opportunities for expansion | • Low ridership potential<br>• Limited destinations of interest<br>• Does not serve needs of Tacoma |



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# TACOMA LINK EXPANSION ALTERNATIVES EVALUATION SUMMARY

## TACOMA LINK EXPANSION

**How do the corridor alternatives compare?**

**High performing** — Corridor met goal criteria

**Medium performing** — Corridor met a portion of the goal criteria

**Low performing** — Corridor met very little or none of the goal criteria

**Highest performing corridors**

## CORRIDORS

| GOALS | GOAL CRITERIA | B1 North End Central 2.9 miles | C1 Eastside 2.3 miles | D4 South End/ Tacoma Mall 5.4 miles | E1 North Downtown Central 2.3 miles | E2 North Downtown Central 4.2 miles | G1 Pacific Highway 3.3 miles | H1 Hybrid with South Connection to MLK 3.3 miles | H2 Hybrid with North Connection to MLK 3.2 miles |
|---|---|---|---|---|---|---|---|---|---|
| **1. Improve mobility and transportation access for residents and visitors** | Travel time to Tacoma Dome (savings over existing transit) | 2-3 minutes/mi | 1 minute/mi | None | 2-3 minutes/mi | <3 minutes/mi | None | 2-3 minutes/mi | 1 minute/mi |
| | Travel time to Downtown Tacoma (savings over existing transit) | >1 minute/mi | 2-3 minutes/mi | None | >1 minute/mi | None | >1 minute/mi | None | None |
| | Number of regional growth centers served* | 1 | 1 | 2 | 1 | 1 | 1 | 1 | 1 |
| **2. Increase transit ridership** | Amount of riders likely to be attracted (in 2035) | 3.0-3.5 million | 2.0-2.5 million | 2.5-3.0 million | 3.0-3.5 million | 3.0-3.5 million | 2.0-2.5 million | 2.5-3.0 million | 2.5 - 3.0 million |
| | Number of connections to major bicycle and pedestrian facilities | High | Low | Medium | Medium | High | Low | High | High |
| | Travel time reliability (percent improvement compared to existing bus reliability) | Approx. 30% | <30% | No improvement | Approx. 10% | No improvement | Approx. 10% | High | High |
| **3. Serve underserved neighborhoods and communities** | Serve areas that have historically received proportionally fewer infrastructure investments in the past 10 years | Medium | High | High | Low | Low | High | Low | Low |
| | Serve areas that are ethnically and economically diverse | 25.9% minority, 23.2% low-income, 18.8% households with no vehicle | 68% minority, 23% low-income, 7.9% households with no vehicle | 49% minority, 18.8% low-income, 7.9% households with no vehicle | 41.3% minority, 34.9% low-income, 24.2% households with no vehicle | 43.8% minority, 31.4% low-income, 24.2% households with no vehicle | 55.2% minority, 0.1% low-income, 1.9% households with no vehicle | 56.6% minority, 28.8% lowincome, 18.1% HH with no vehicle | 44.3% minority, 31.9% lowincome, 23.6% HH with no vehicle |
| **4. Use transit to spur economic development and other types of investments** | Amount of vacant land within ¼ mile of the corridor centerline that could potentially be developed | 8% | 32% | 17% | 14% | 15% | 42% | 26% | 25% |
| | Ratio of building value to land value to determine developed but "underutilized" parcels** | 25% | 50% | 29% | 33% | 40% | 82% | 45% | 39% |
| | Presence of zoning that supports Transit-Oriented Development, high-density development, or concentration of employment | High | Low | Low | High | Medium | Low | Medium | Medium |
| | Percentage of parcels zoned for commercial within ¼ mile of the corridor centerline | 13% | 20% | 7% | 14% | 11% | 46% | 23% | 32% |
| | Directness of connection to downtown and mixed use centers | High | Medium | Low | High | High | Low | Medium | Medium |
| **5. Ensure that the project is environmentally sensitive and sustainable** | Presence of historic resources and distance to the corridor (Number within ¼ mile of the corridor) | App. 70 | 1 | 5 | Approx. 84 | Approx. 100 | 1 | Approx. 30 | Approx. 80 |
| | Potential for environmental impacts on habitat corridors, parks, noise sensitive receptors and visual resources | Medium high | Medium high | Medium | Medium | Medium | Medium- high | High | High |
| | Consistency with Sound Transit's Sustainability Plan | High | High | High | High | High | High | High | High |
| **6. Establish a project that is competitive for federal funding** | Affordability (preliminary cost estimate) $150M total project budget | $163.4M | $119.0M | $292.3M | $133.9M | $249.6M | $164.8M | $199M | $170M |
| | Availability of federal funding ($250M project cost eligible for Federal Small Starts Grant) | Eligible | Eligible | Not eligible | Eligible | Eligible | Eligible | Eligible | Eligible |
| | Assessed value of and within 1/2 mile of the corridor | $965M | $206M | $849M | $790M | $1.1B | $493M | $600M | $956M |
| | Redevelopment potential | High | Low | Low | High | High | Medium | High | High |
| | Potential for Local Improvement District | High | Low | Medium | High | High | Low | High | High |

* (PSRC recognizes 2 regional growth centers in the study area: Downtown Tacoma and South Tacoma Mall)
* * (percentage of parcels within corridor where ratio is below 150%)



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